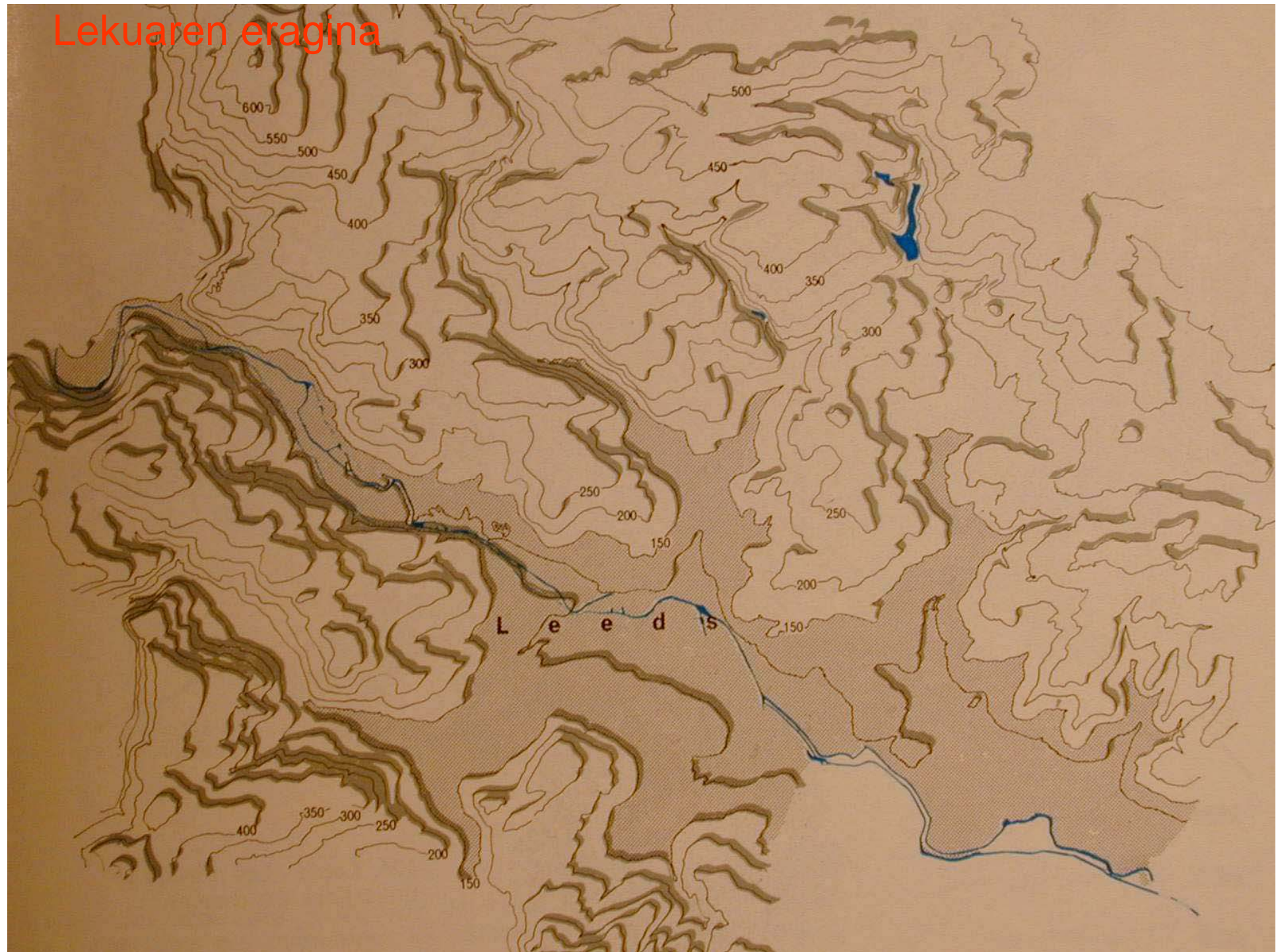
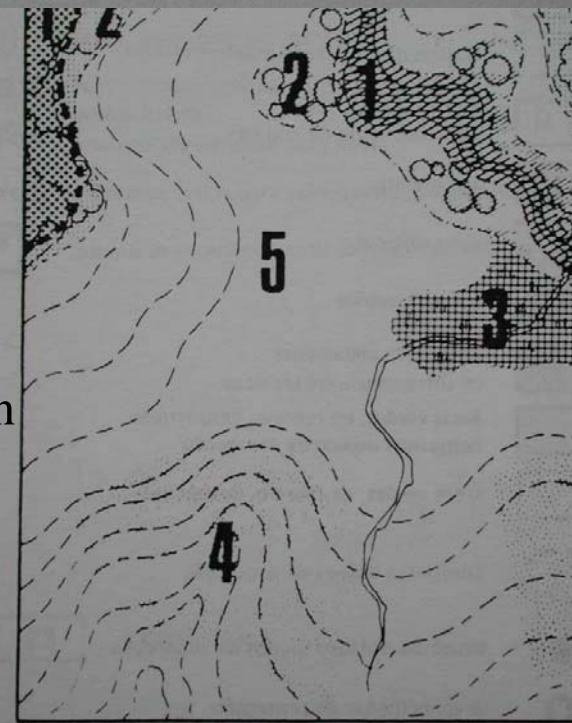
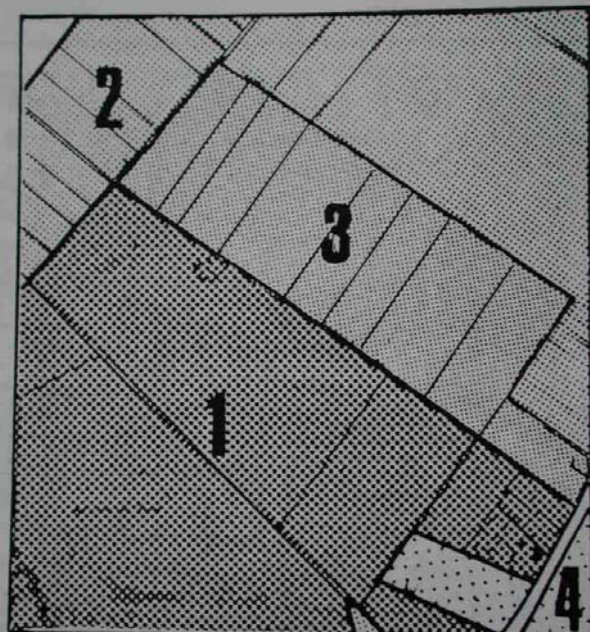
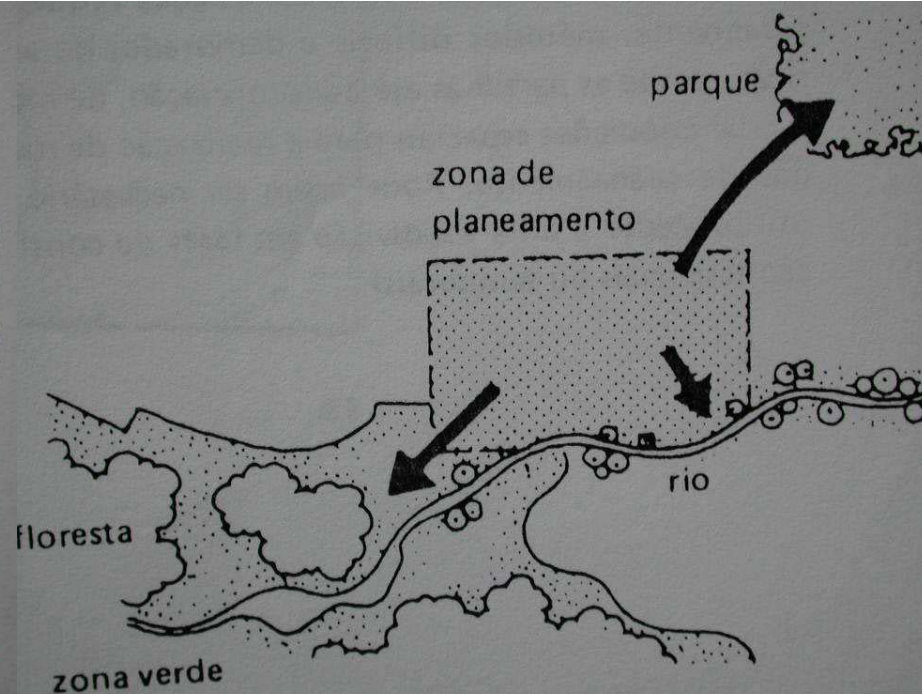
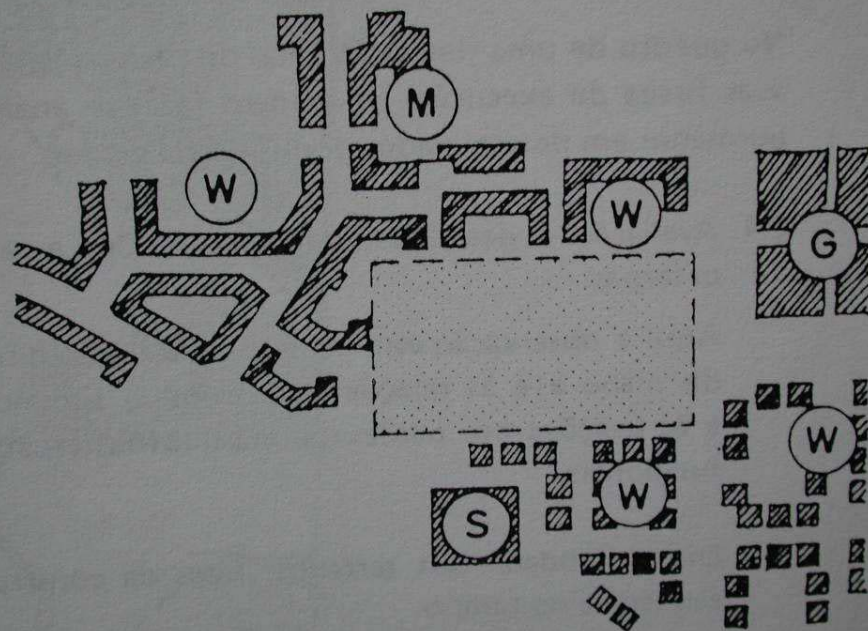


Lekuaren eragina



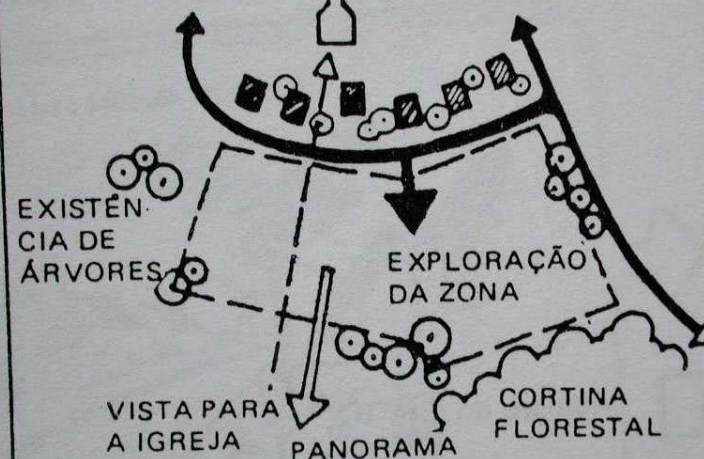


Recolha de dados

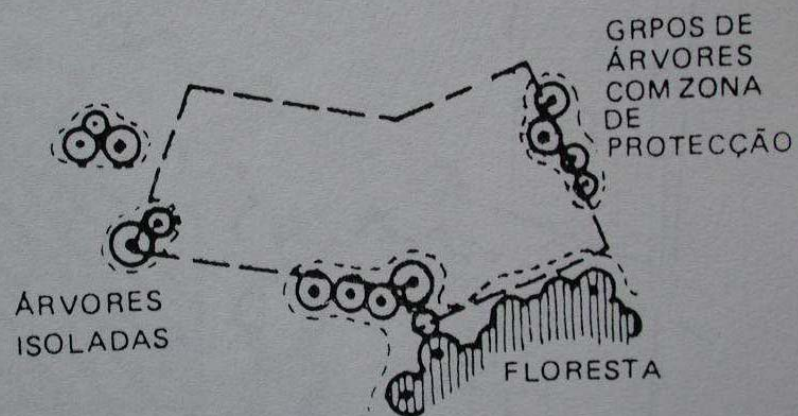
dados estruturais da zona, relações paisagísticas, vegetação



ligações estruturais e espaciais



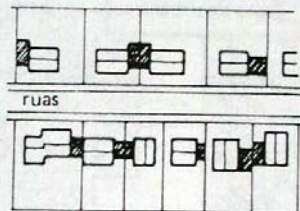
Análise dos dados
normas relativas a elementos dignos de conservação
ou de protecção



Esboço para:

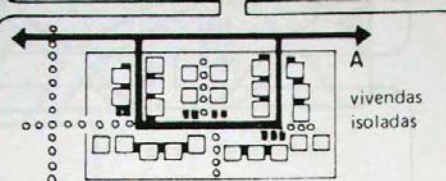


— implantação típica do local



ruas, situação e número de parques de estacionamento/garagens

— ruas típicas do local



vivendas isoladas

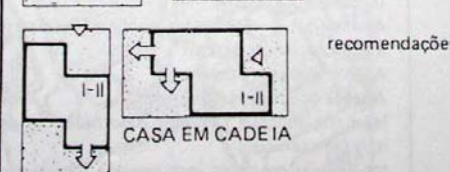
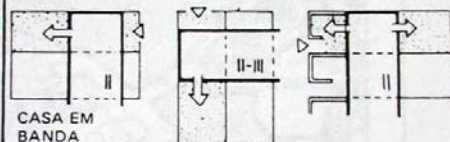
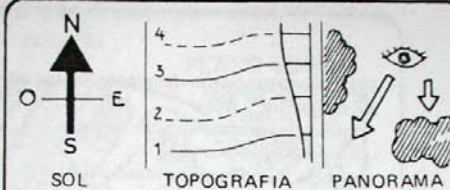


casas em banda, casas geminadas, casas em cadeia

apresentação de objectivos para o aspecto das ruas



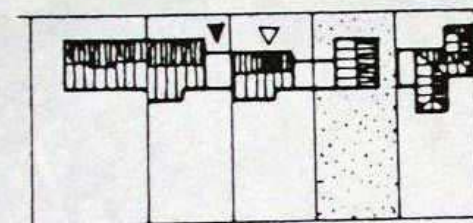
construção nova



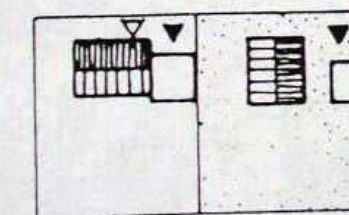
escolha de tipos possíveis e apropriados de casas e sua colocação no terreno

recomendações

— estrutura da urbanização
— parcelamento



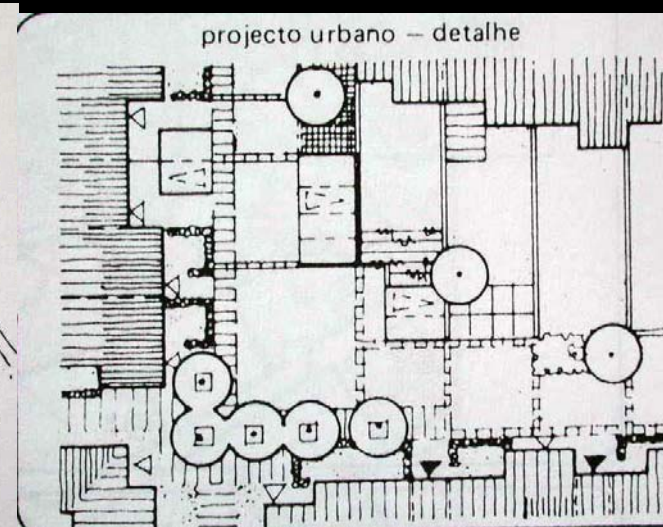
Parte A



Parte B

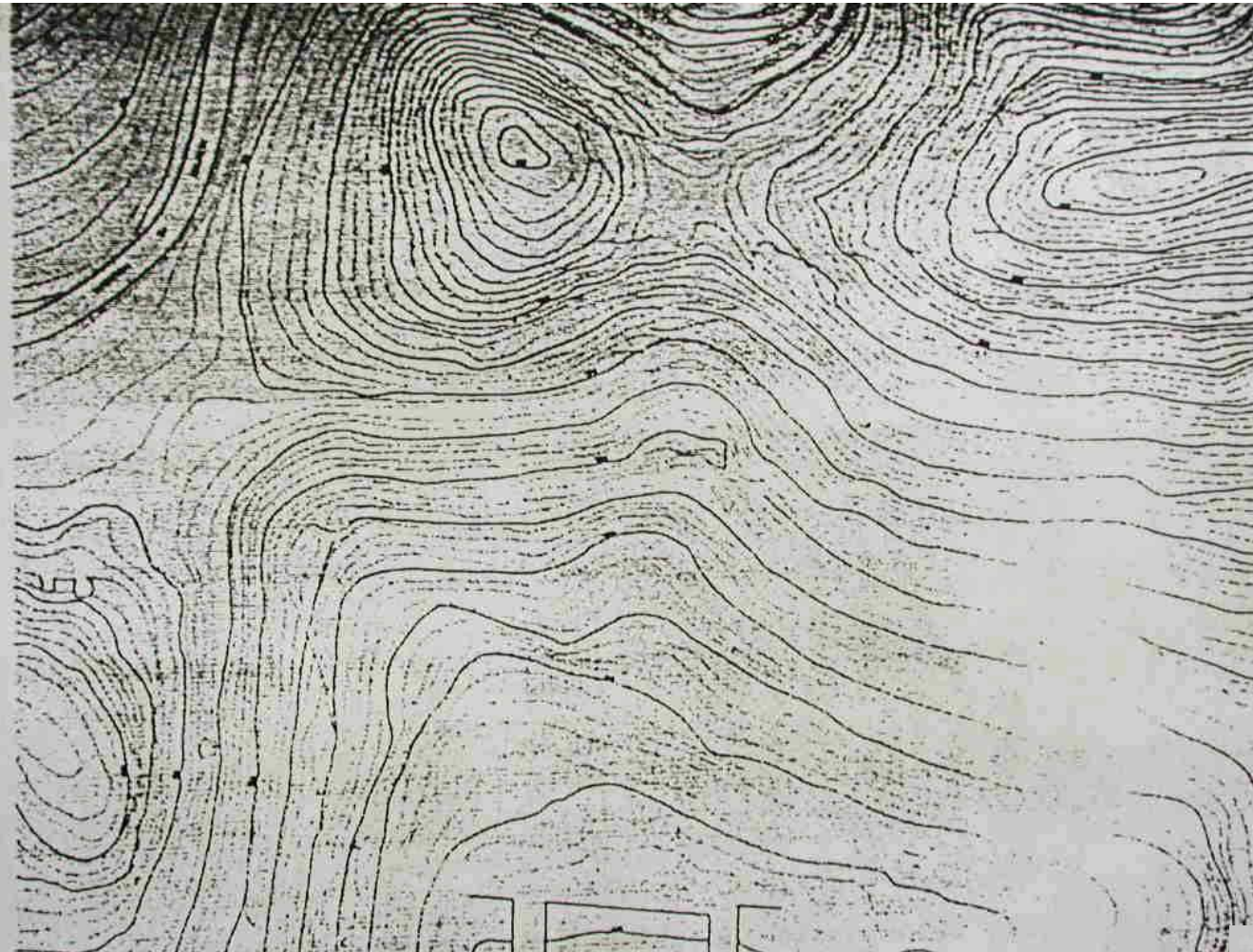


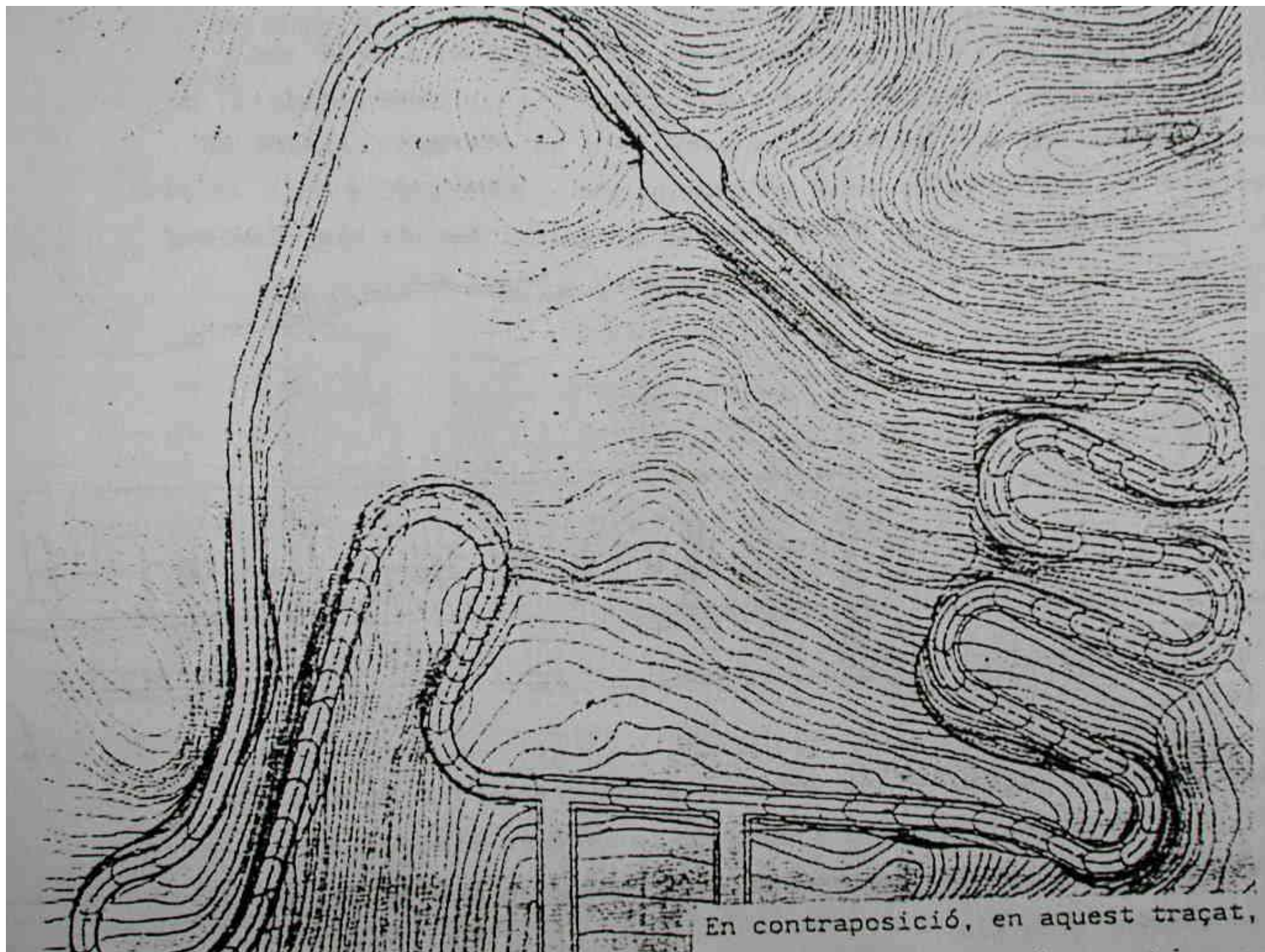
esboço de urbanização seleccionado



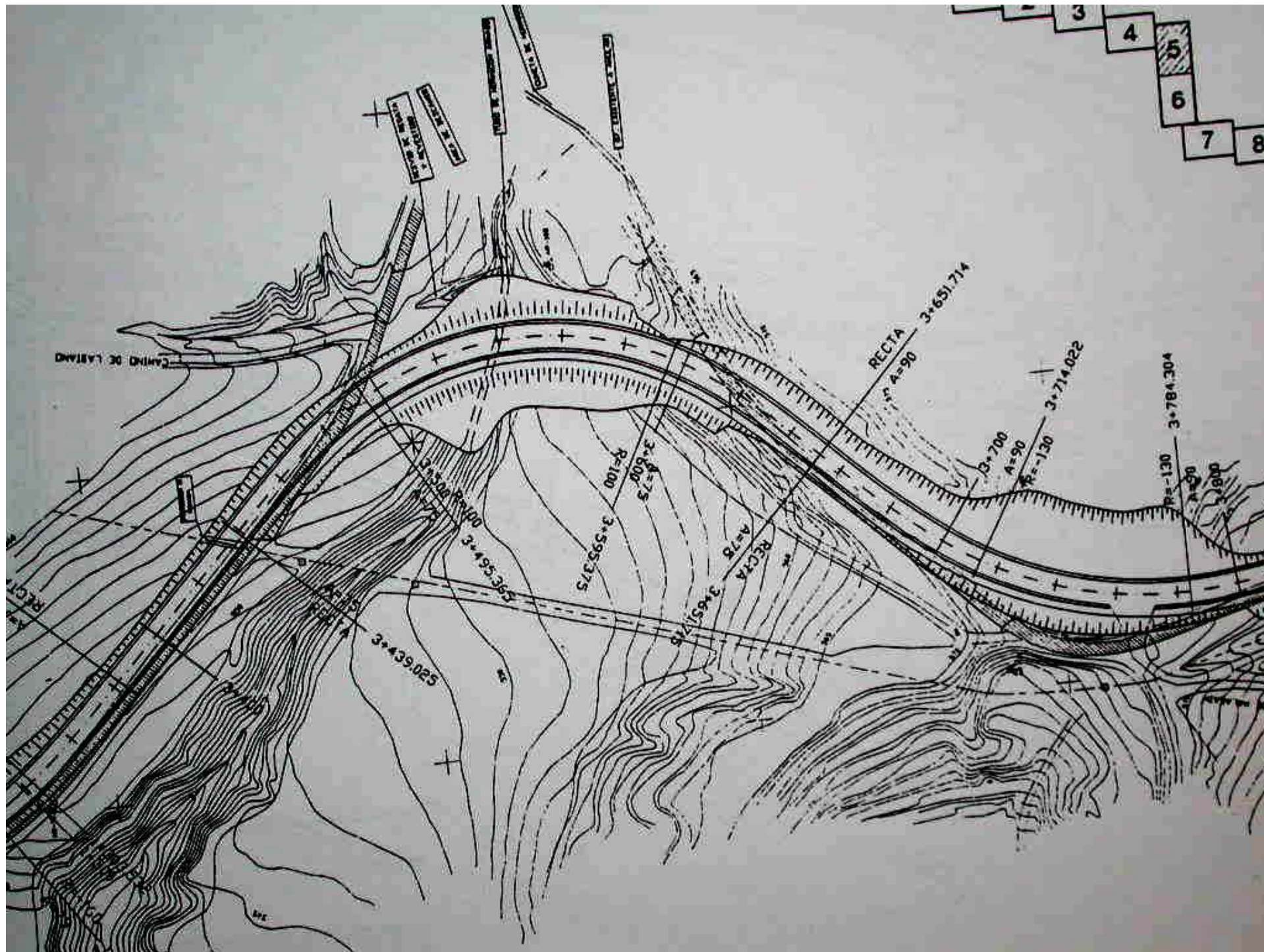
projecto urbano — detalhe

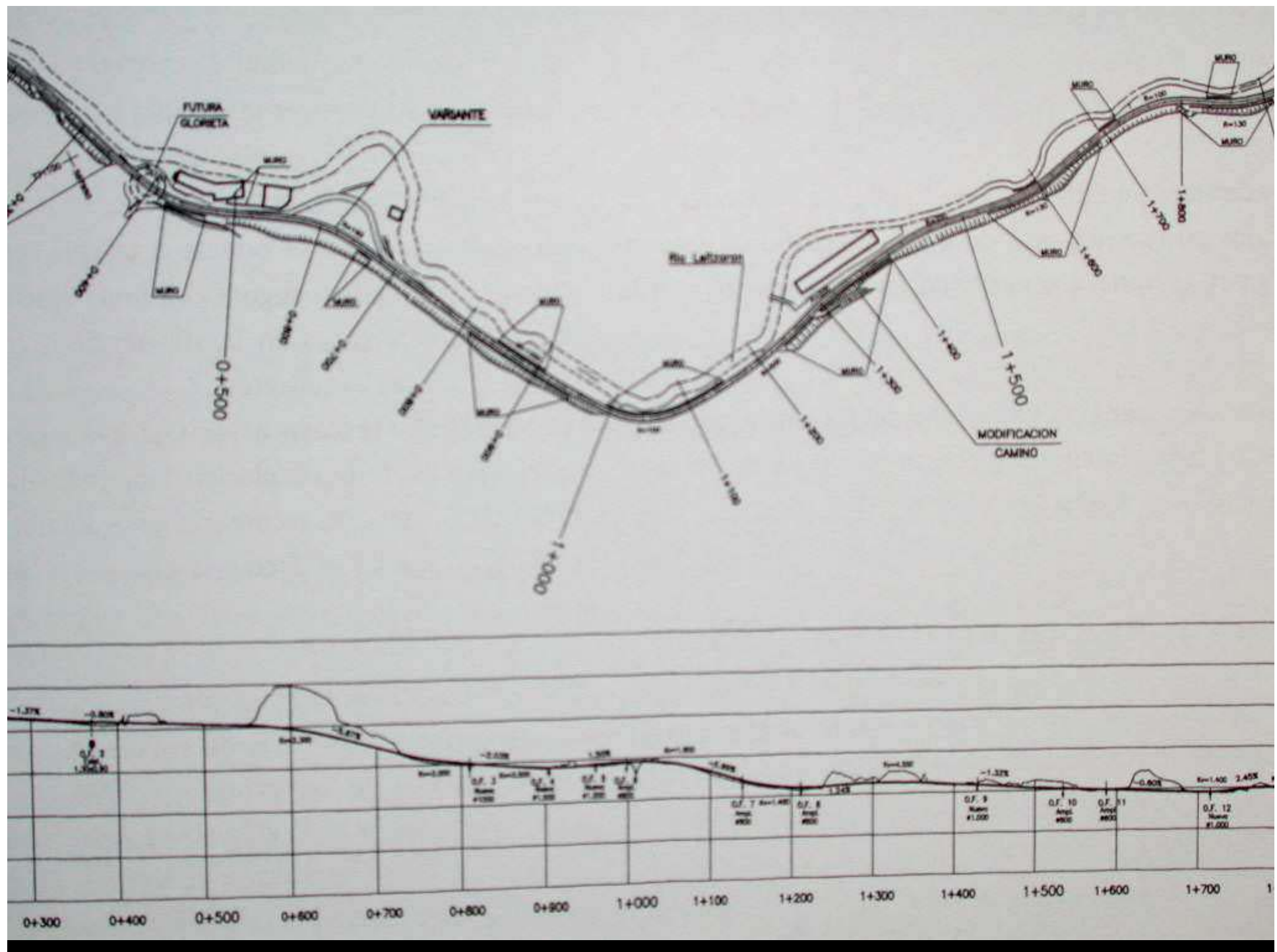
Ariketa



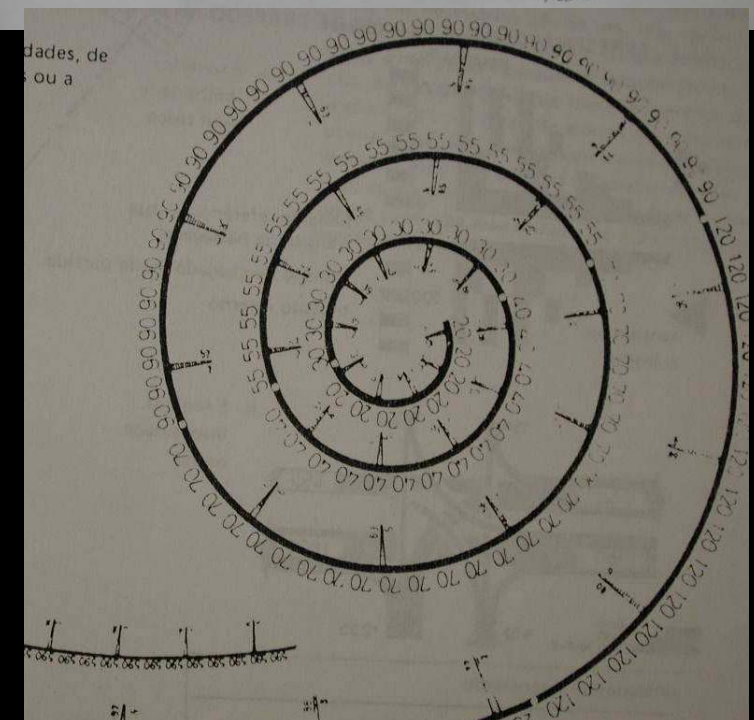
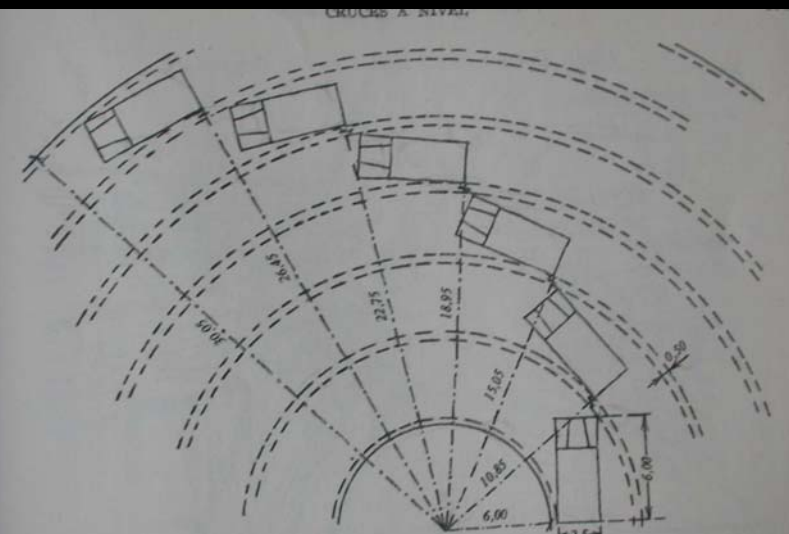
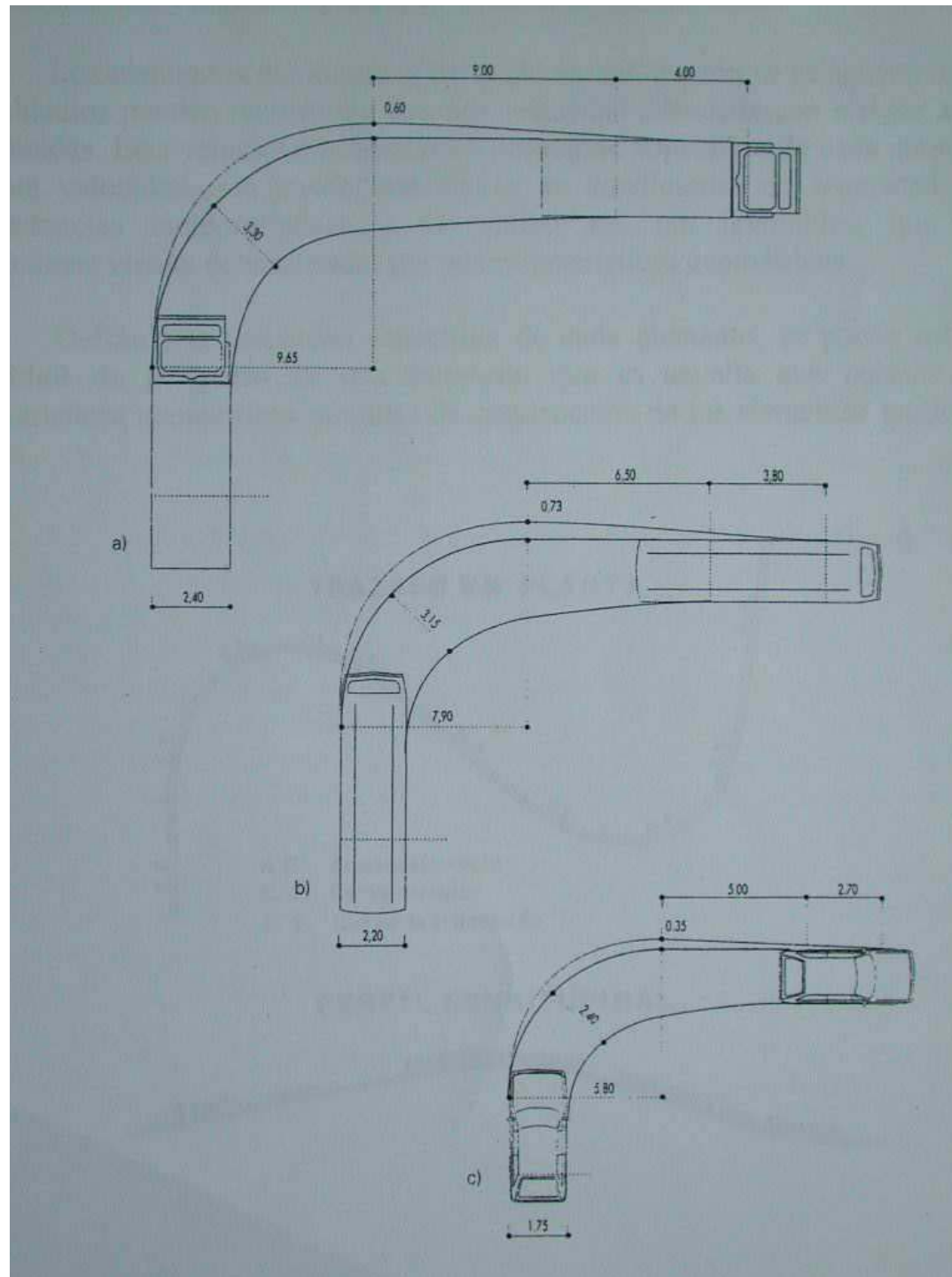


En contraposició, en aquest traçat,

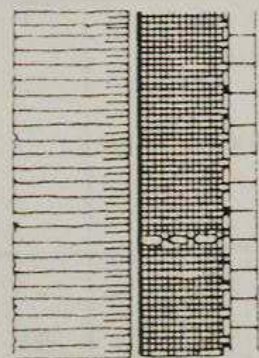
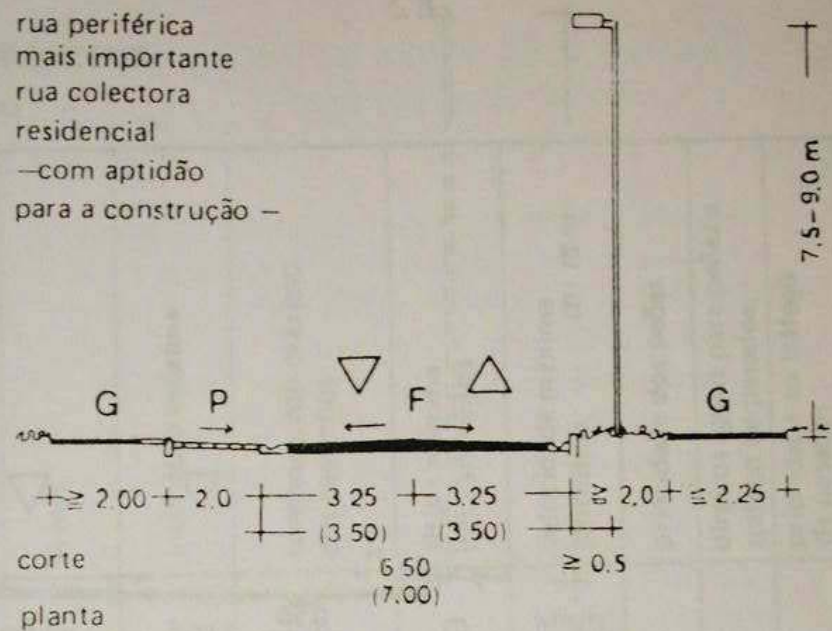




Biraketako erradioak

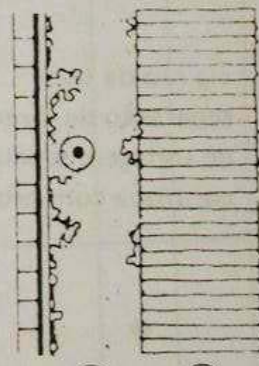


rua periférica
mais importante
rua colectora
residencial
—com aptidão
para a construção—



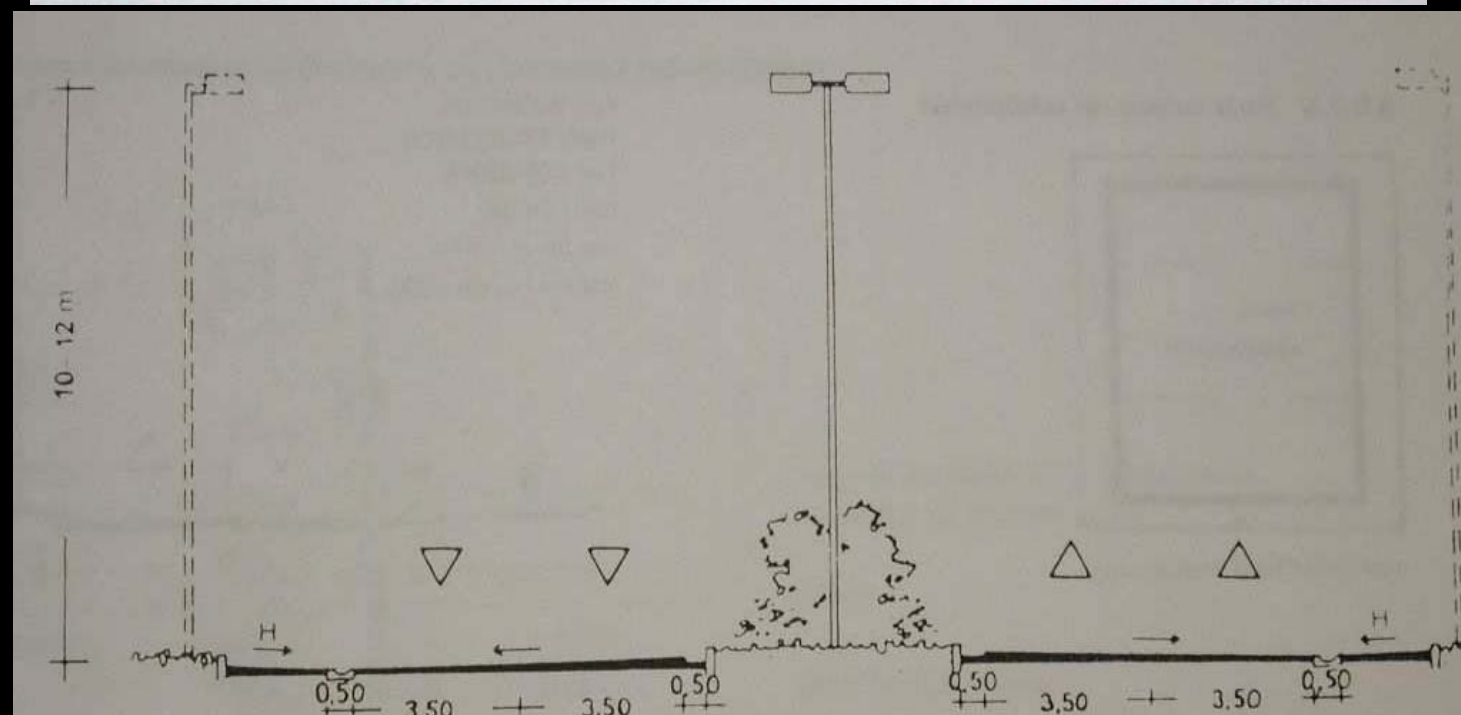
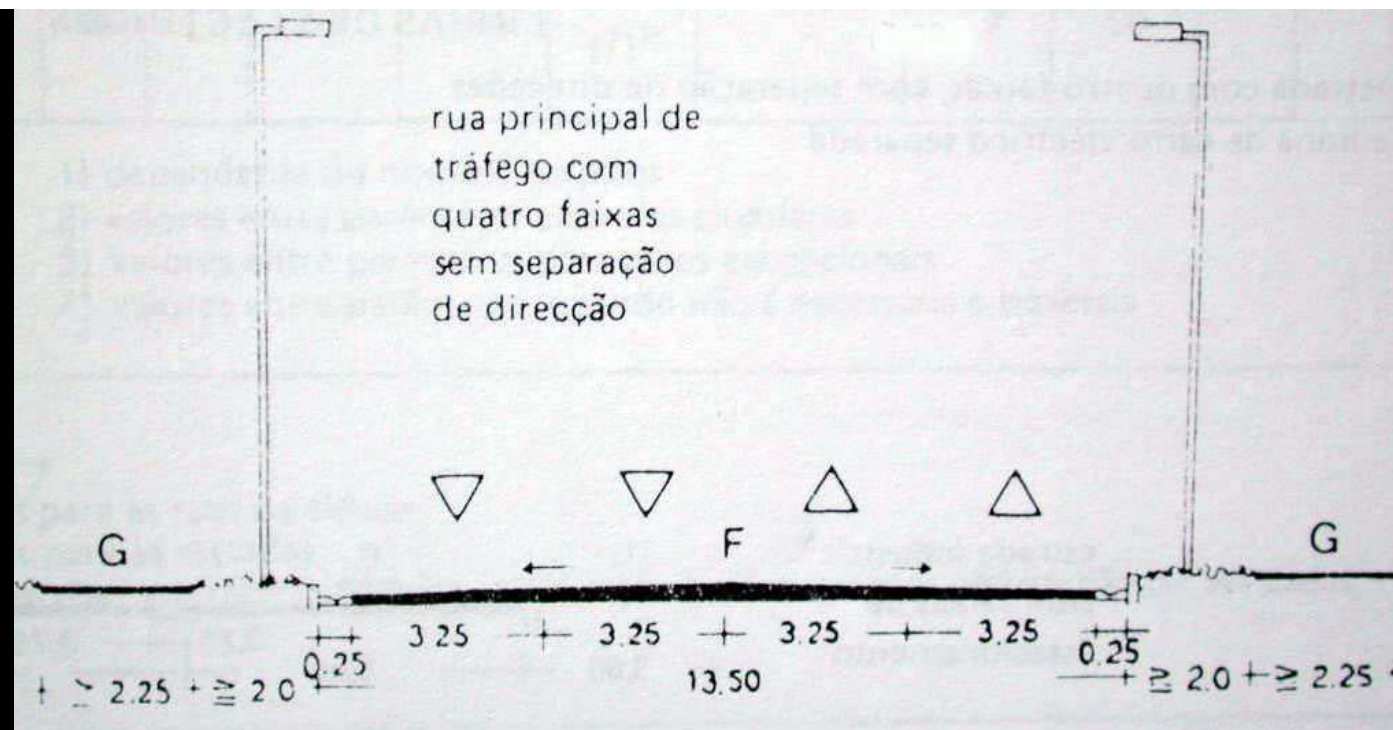
① ② ③
+ ≥ 1,5 0,5 2,0 +

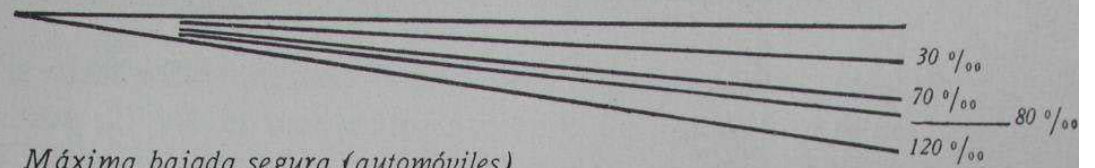
④
6,50



⑤ ①
+ ≥ 2,0 ≥ 2,25 +

Zeharkako ebaketen
eredua





Máxima bajada segura (automóviles)

30 ‰. Asfalto comprimido y adoquines de madera

70 ‰. Hormigón desigual

80 ‰. Macadam con tratamientos superficiales

120 ‰. Enlosado o empedrado

Pendientes máximas

180 ‰. Máximo absoluto

120 ‰. Máximo útil

70 ‰. Máximo para autocamiones

60 ‰. Máximo para tranvías (mejor 40 ‰)

30 ‰. Máximo en llano

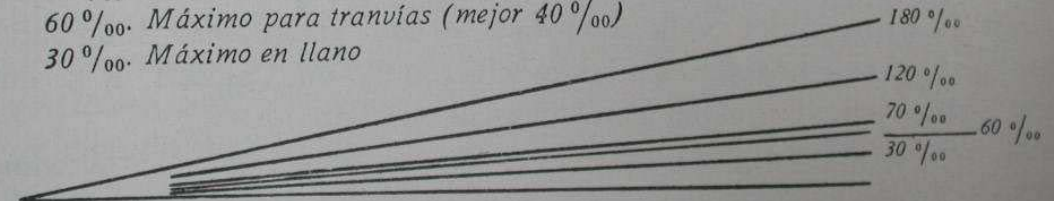


FIG. 48

Pendiente en las calles

COMUNICACIONES TERRESTRES

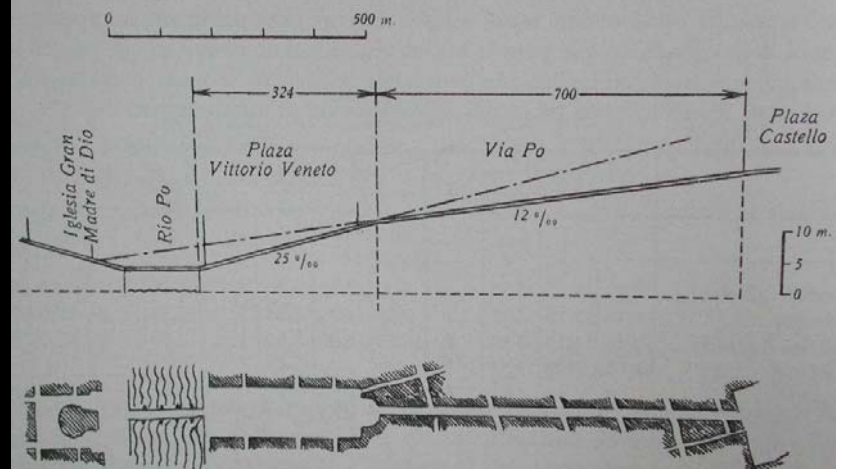


FIG. 49

Perfil longitudinal convexo de una calle en Turin

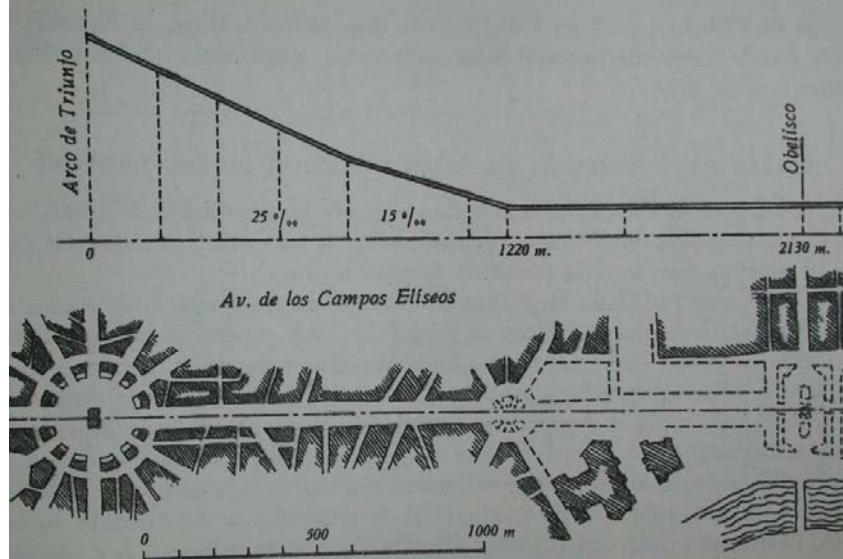
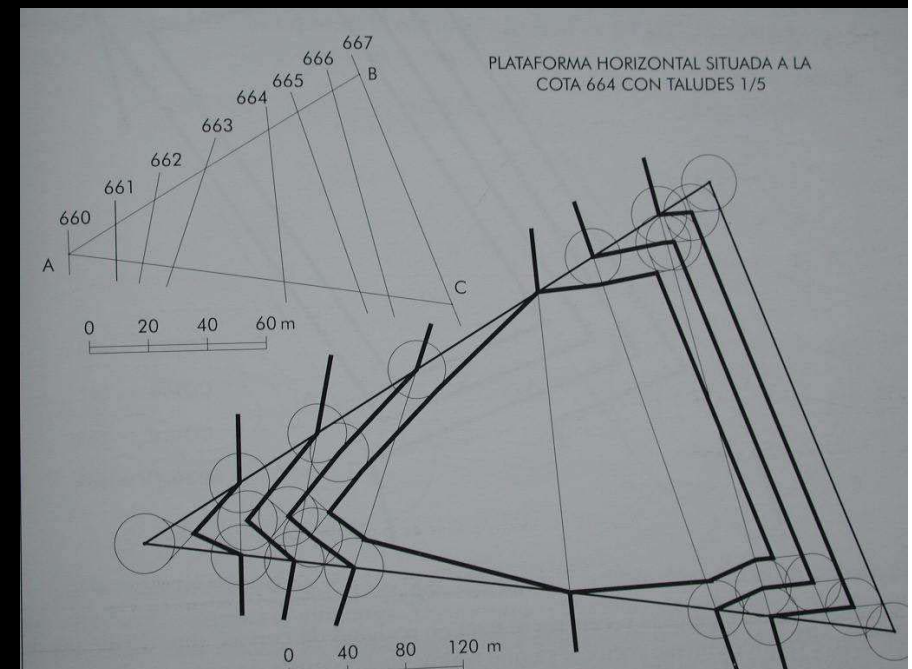
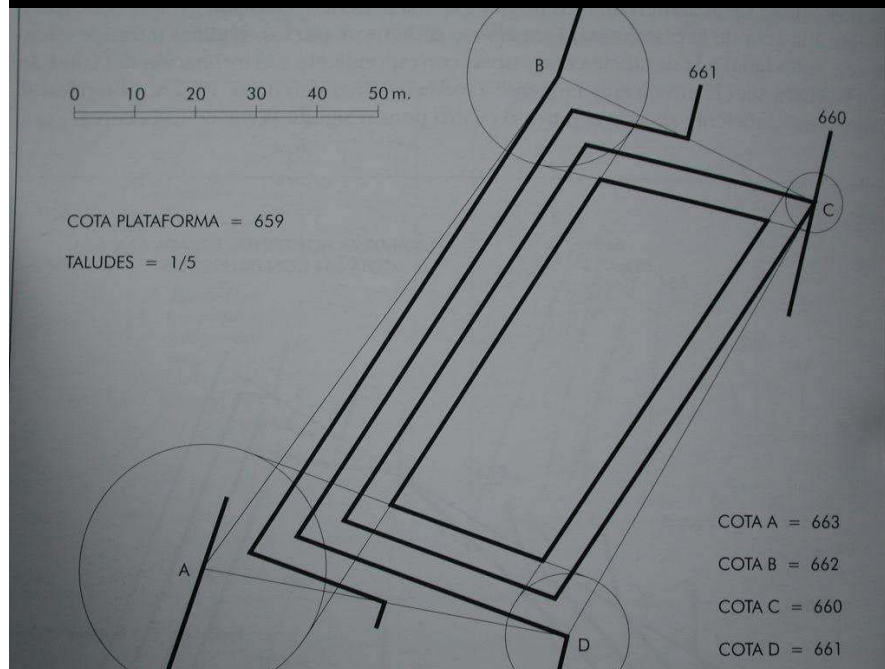
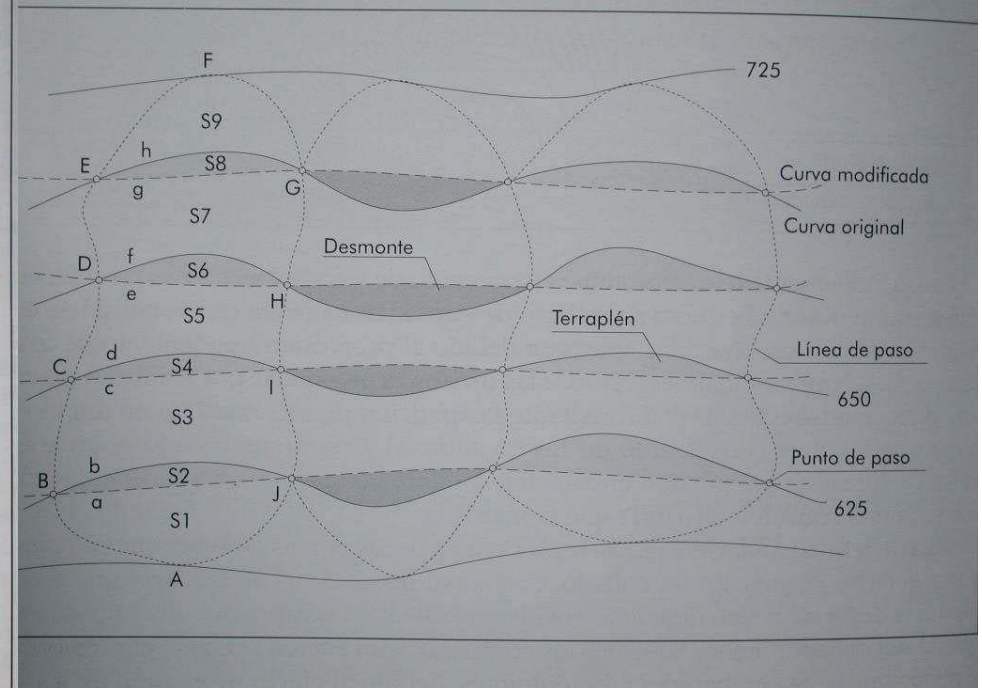
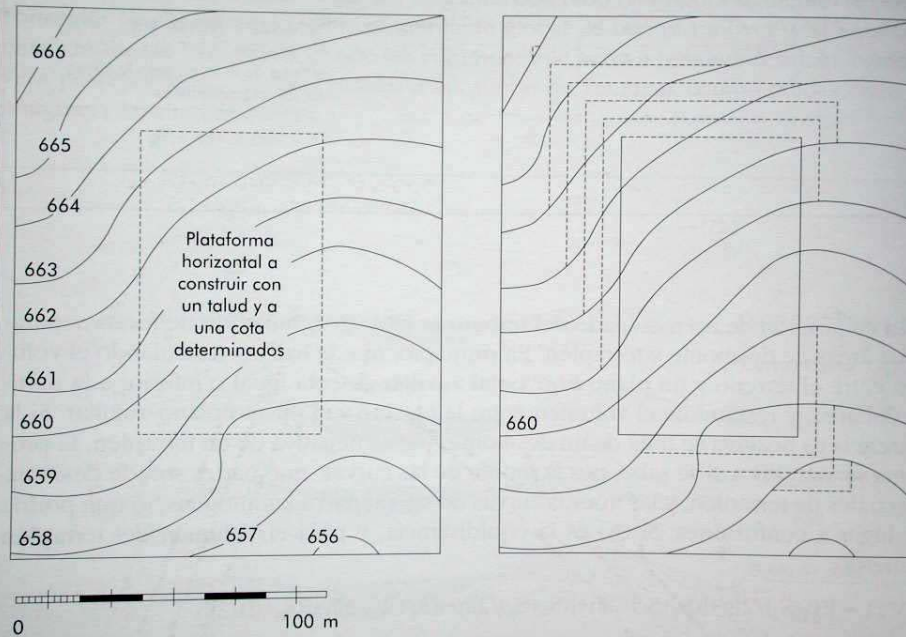
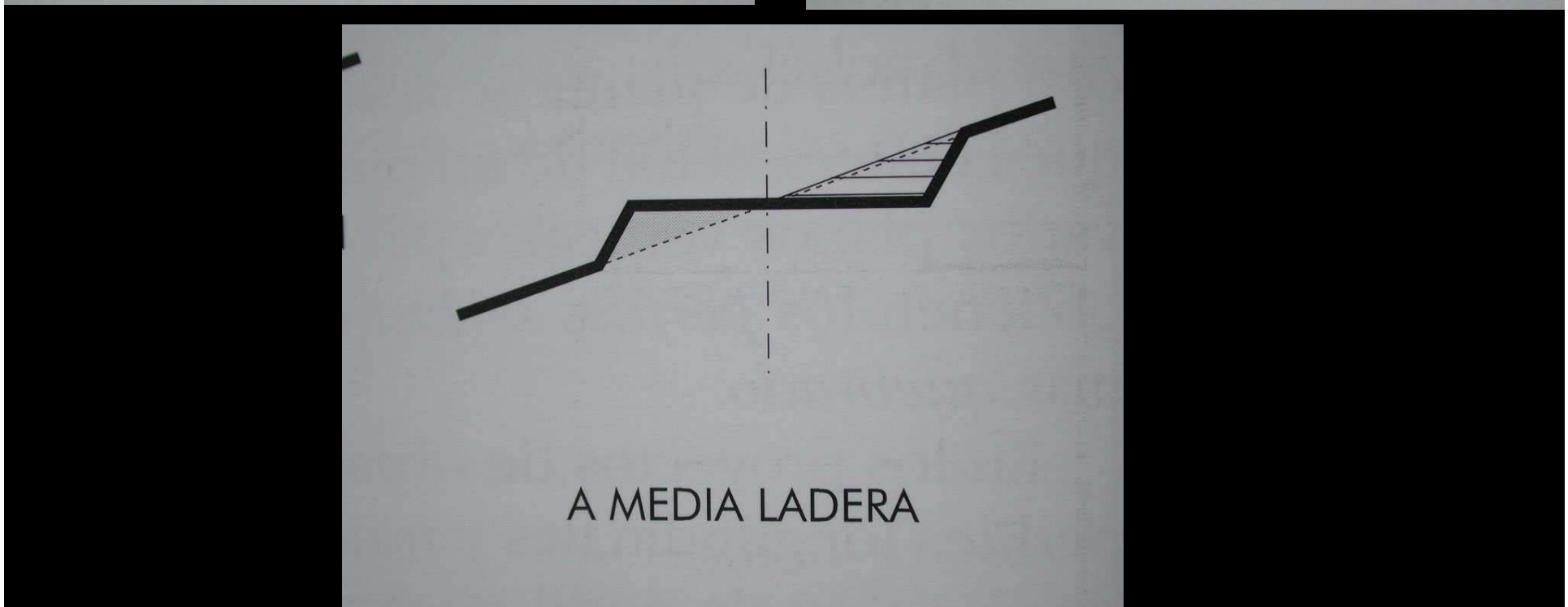
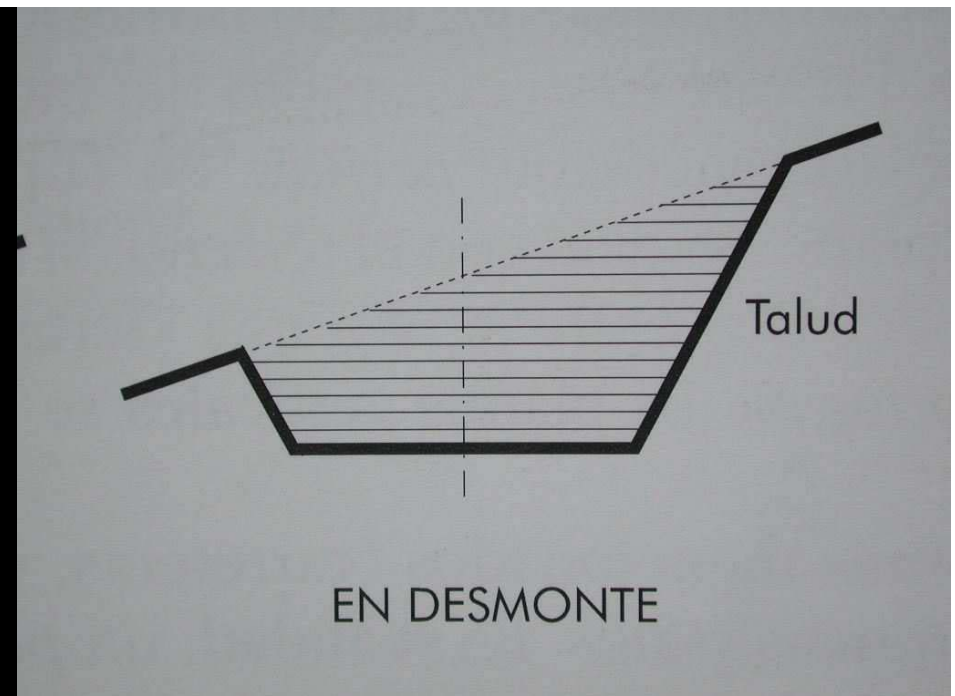
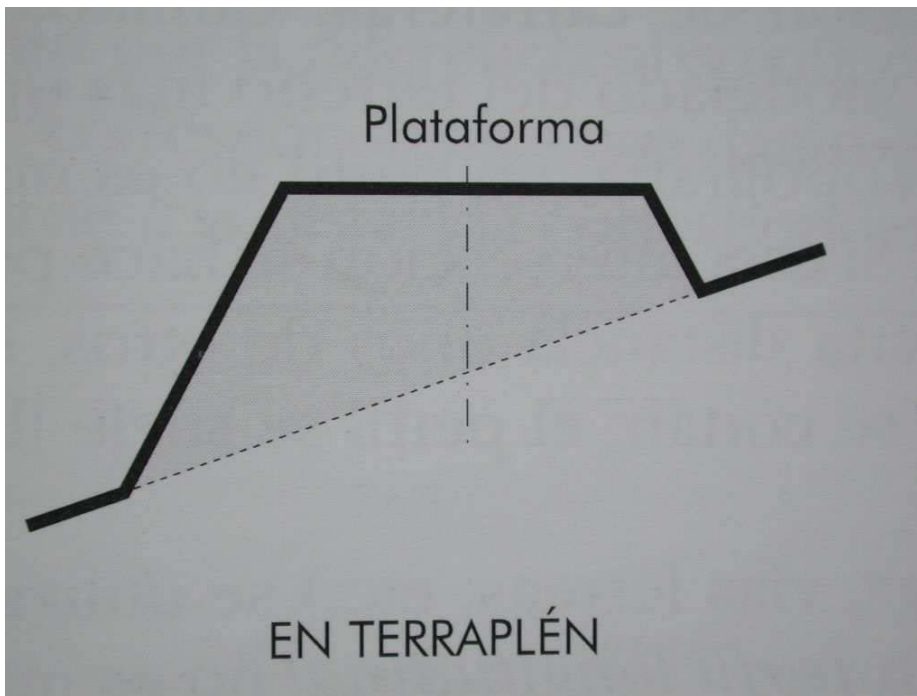


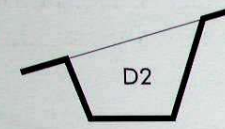
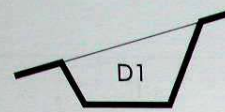
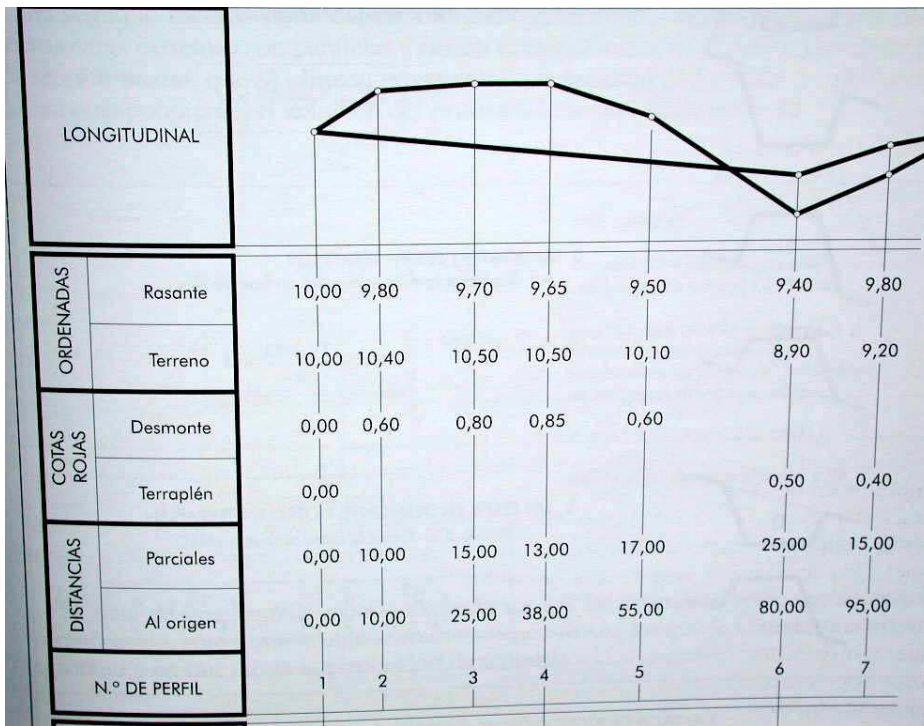
FIG. 50

Perfil longitudinal cóncavo en París

PLATAFORMA HORIZONTAL CON TALUDES EXTERIORES

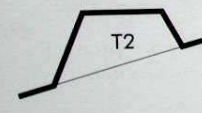
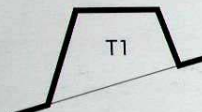






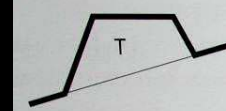
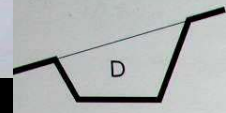
1 AMBOS PERFILES EN DESMONTE
Siendo d la distancia entre ambos perfiles

$$V_d = \frac{D1 + D2}{2} \times d$$



2 AMBOS PERFILES EN TERRAPLÉN
Siendo d la distancia entre ambos perfiles

$$V_t = \frac{T1 + T2}{2} \times d$$



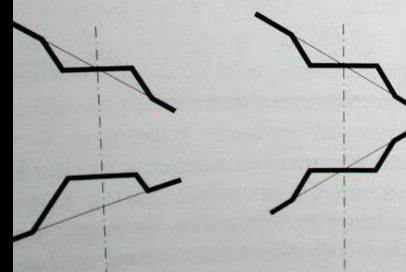
3 UN PERFIL EN DESMONTE Y OTRO EN TERRAPLÉN
Siendo d la distancia entre ambos perfiles

$$V_d = \left(\frac{D^2}{D + T} \right) \times \frac{d}{2}$$

$$V_t = \left(\frac{T^2}{D + T} \right) \times \frac{d}{2}$$

EJEMPLOS DE REDUCCIÓN DE CASOS A LOS ANTERIORES

Líneas de paso coincidentes



Líneas de paso no coincidentes

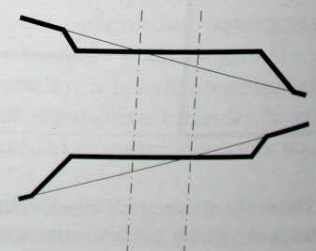
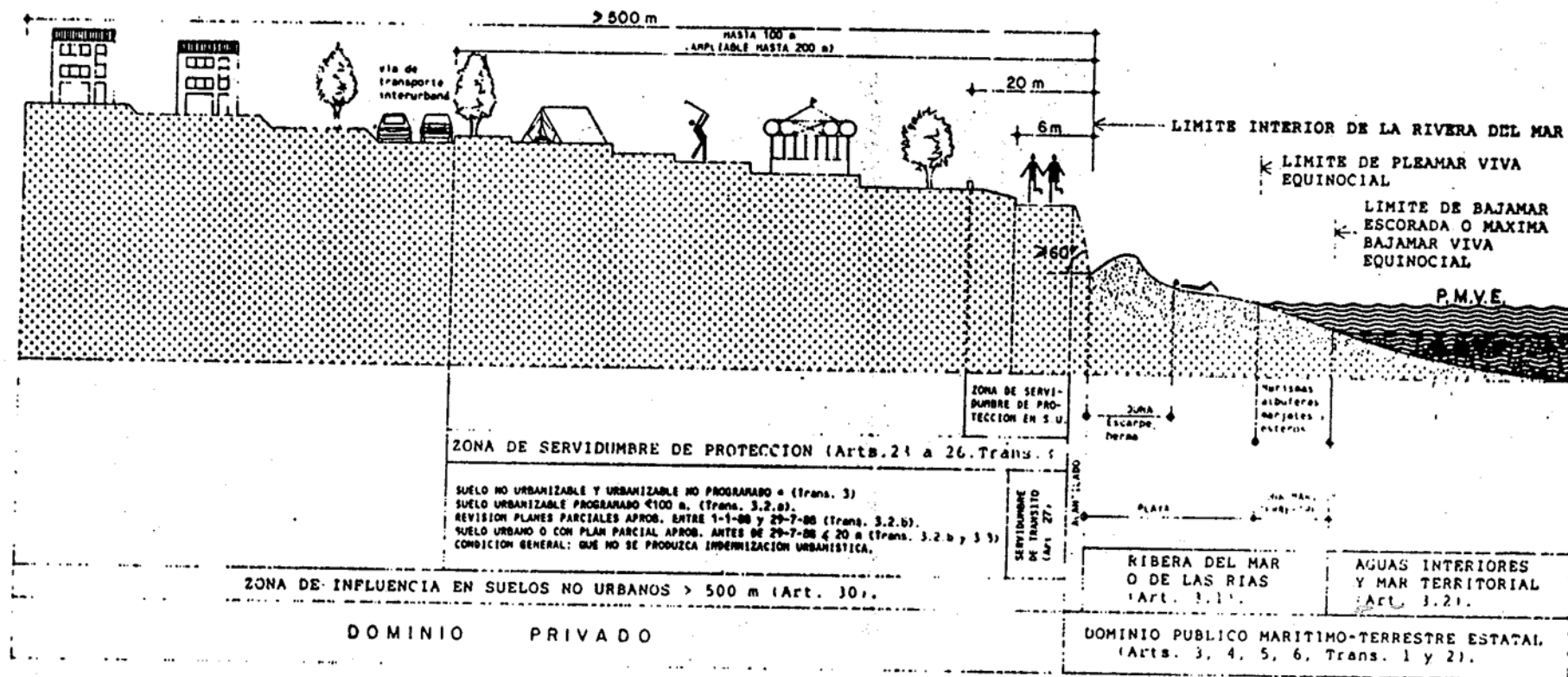
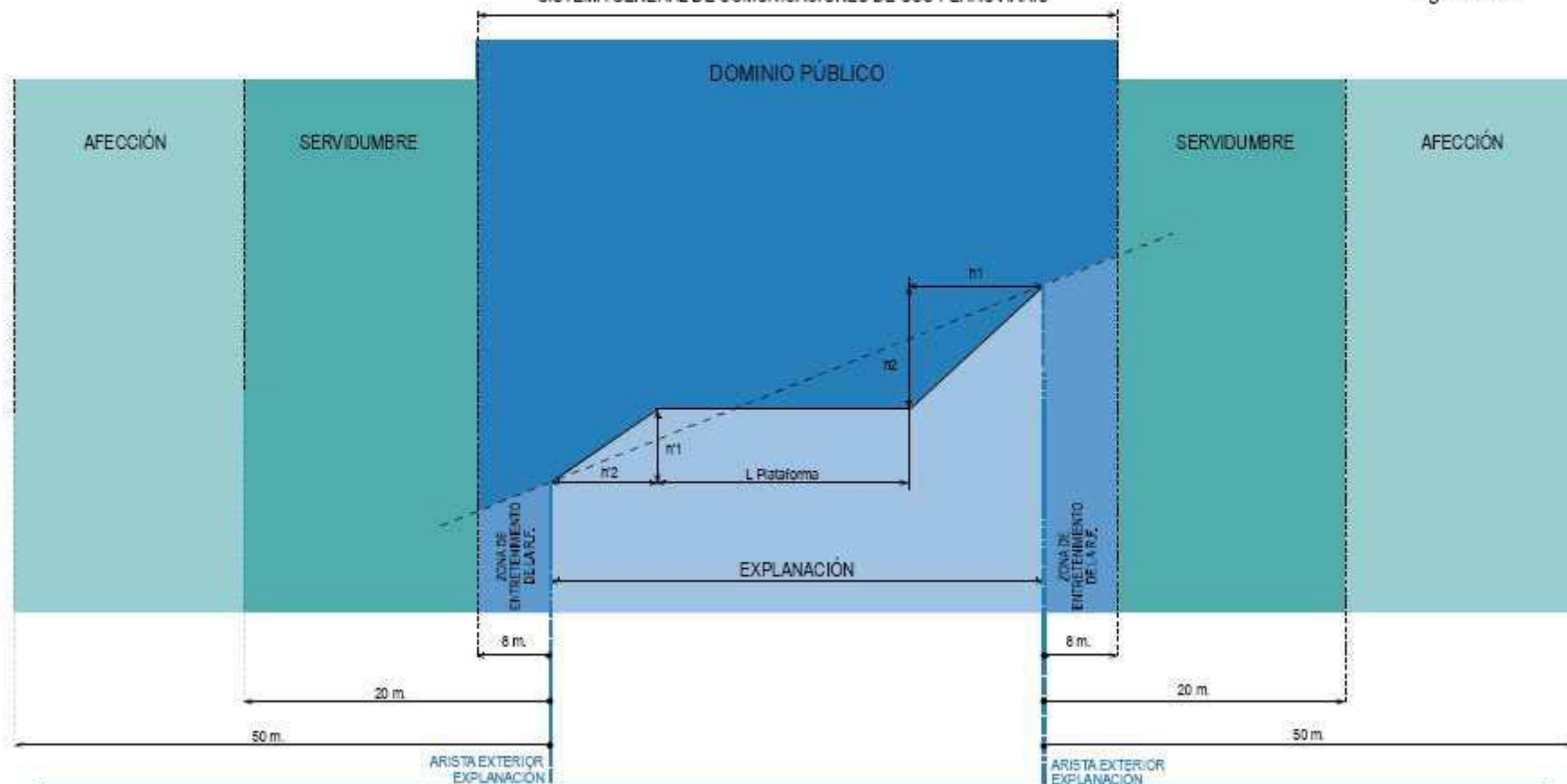


GRAFICO INTERPRETATIVO DE LAS ZONAS AFECTADAS POR LA LEY DE COSTAS



SUELO URBANIZABLE Y NO URBANIZABLE

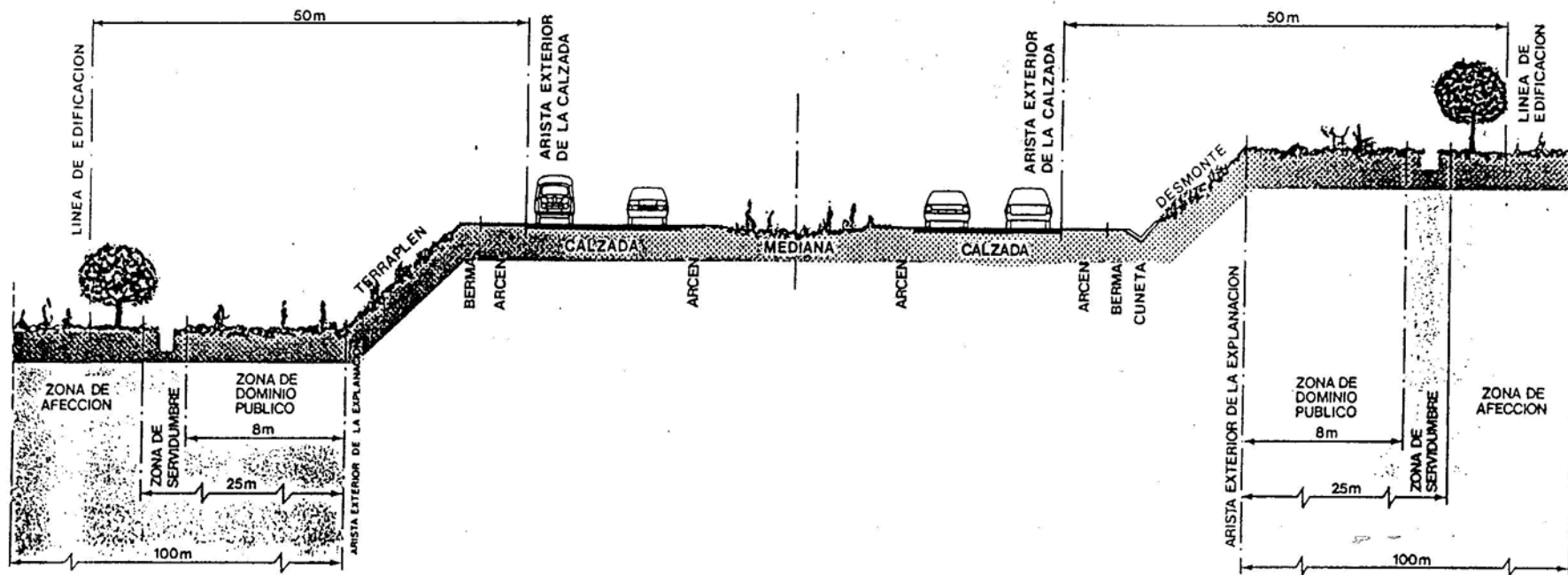
SISTEMA GENERAL DE COMUNICACIONES DE USO FERROVIARIO



LEY DE ORDENACIÓN DE LOS TRANSPORTES TERRESTRES

AZPIEGITURAK: AUTOESTRATAK

LIMITACIONES DE LA PROPIEDAD Y SU ZONIFICACION
EN AUTOPISTAS Y AUTOVIAS
(PERFIL TIPO)



AZPIEGITURAK: ERREPIDEAK

LIMITACIONES DE LA PROPIEDAD Y SU ZONIFICACION
EN RED NACIONAL COMPLEMENTARIA Y REGIONAL
(PERFIL TIPO)

